Chapter 9
Other Modes

This chapter summarizes existing and future rail, air, water and pipeline needs in the City of Beaverton.

CRITERIA

Beaverton's Traffic Commission, the public and TSP Technica Advisory Committee developed a set of goals and policies to guide transportation system development in Beaverton (see Chapter 2). Several of these policies relate to the rail and air system needs:

Goal 6, Policy 2: Consider grade separation or gate control for all primary railroad crossings of streets.

Goal 6, Policy 3: Meet federal and state safety compliance standards for operation, construction and maintenance of rail system.

Coordinate with service providers to ensure safety and operational compatibility with surrounding uses.

Goal 6, Policy 4 Consider existing railroad and air transportation facilities to be City resources and reflect the needs of these facilities in land use decisions.

Control land uses in airport noise corridors and limit physical hazards to air impacts.

Goal 6, Policy 5: Provide safe routing of hazardous materials consistent with federal guidelines and provide for public involvement in the process.

*Work with federal agencies, the **Public** Utility Commission, the Oregon Department of Energy, public safety providers **and** ODOT to assure consistent routes, laws and regulations for the transport of hazardous materials.*

RECOMMENDED FACILITIES

Air

Saint Vincent Hospital in Beaverton is listed as a heliport by the Oregon Department of Transportation. The function of this facility is to support emergency medical flights. There are currently no plans for expansion of the heliport facility or an increase in the number of based aircraft. However, Life Flight Network service area expansions are possible.[1]

Rail[2]

All low-density rail lines within the vicinity of Beaverton are operated by Portland & Western (P&W), a sister company of Willamette & Pacific (W&P) Railroad and a subsidiary of Genesee & Wyoming Incorporated.

Trains operate in the Beaverton area seven days per week at various times throughout the day. The current frequency of train traffic is not anticipated to change. However, the number of cars per train will vary and is expected to increase over time depending on the demand to transfer freight by rail.[3]

W&P and P&W are focusing on long-term growth through acquisition of existing trackage to expand existing networks that can aggressively compete with trucks. Part of this growth would be the acquisition of the Cornelius Pass line (north of the Sunset Highway) as well as other line segments in northwestern Oregon (the Burlington Northern/Santa Fe "Oregon Electric Line" between Salem and Eugene and the Port of Tillamook Bay Railroad upon an acceptable agreement between BNSF and W&P/P&W).[4] These acquisitions would help in developing significant new rail traffic and cause rerouting of some existing rail traffic through Beaverton.

Commuter trains operating on existing low-density rail freight line infrastructure is becoming of increasing interest in the Washington and Yamhill County areas. Using this concept as a feeder mechanism for the Tri-Met Westside Light Rail Line is being considered.[5] If commuter rail becomes an option, recreating the old Carlton rail route would create a loop rather than an end point to end point route which is characteristic of most commuter rail systems. Reconstruction of this route is feasible from a financial and engineering perspective and would avoid the need for construction of sidings required for opposing trains, in line signalization, time required for turning and repositioning equipment, and the need for trains to back track over their routes. It would also bring residents in the vicinity of Cornelius, Forest Grove, Gaston, Yamhill, and Carlton into the commuter market.

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1 Based on a telephone conversation with Paula Derr, Administration Liaison for Life Flight Network.

2 Information contained within this section was taken from a letter from Robert Melbo, Willamette and Pacific, December 30, 1996.

3 Fax received from Susan Walsh-Enloe, Portland & Western Railroad, April 17, 1997.

4 Cornelius Pass line information obtained through telephone conversation with Susan Walsh-Enloe , April 17, 1997.

5 The *Inter-Urban Rail Feasibility Study* is examining the feasibility of a commuter rail service from Wilsonville, Oregon to Murray West Light Rail Station in Beaverton.

Unlike larger railroads, local haul railroads such as W&P/P&W are interested in incremental carloads. A recent study by the Oregon Cascades West Council of Governments on the Highway 20/34 Corridor has shown that between Corvallis and Toledo, short-haul rail eliminates 240 to 360 truck trips per day and reduces road surface maintenance by an equivalent 27,000 vehicles. Encouraging movement of certain commodities by rail could help in future highway and maintenance expenses.

Reconstruction of the old Southern Pacific line that connected Hillsboro and McMinnville could create a railroad bypass circumventing the core of Portland, southeast Portland, and Lake Oswego. This route would function as a bypass for rail freight moving through the Portland metro area where congestion wilt increase with more freight and intercity high speed passenger trains. The route would run via Cornelius Pass, Banks, Hillsboro, Carlton, McMinnville and Independence.

Pipeline

The only major pipeline facilities running through the Beaverton area are high pressure natural gas feeder lines owned and operated by Northwest Natural Gas Company. Figure 3-19 shows the feeder line routes for Beaverton.[6] There are no future plans to upgrade or expand the pipeline facilities within the Beaverton area.[7]

Water

There are no navigable waterways within the vicinity of the City of Beaverton that supports commercial or recreational use. Therefore, no policies or recommendations in this area of transportation is provided.

[6] Based on the Portland Area Distribution System Map (Dated: October 1996) received from Northwest Natural Gas Company, Engineering Facilities Information System, April 28, 1997.

[7] Based on telephone conversation with Mike Osterman, Northwest Natural Gas, April 24, 1997.